



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
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www.mtc.ca.gov

Air Quality Conformity Task Force

Metropolitan Transportation Commission
Bay Area Metro Center

Mount Hamilton Conference Room

375 Beale Street, Suite 800

(Note: Visitors must check in with the receptionist on the 7th floor)
San Francisco, CA

Conference Call Number: Dial - **(415) 655-0002 (Access Code: 923 552 083)**

Participant ID is # **button**.

June 27, 2019

9:30 a.m. –11:00 a.m.

AGENDA

1. Welcome and Introductions
2. PM_{2.5} Project Conformity Interagency Consultations
 - a. Consultation to Determine Project of Air Quality Concern Status
 - Central Avenue Safety Improvements Project
 - b. Confirm Projects Are Exempt from PM_{2.5} Conformity;
Projects Exempt Under 40 CFR 93.126 – Not of Air Quality Concern
3. Projects with Regional Air Quality Conformity Concerns
 - a. Review of the Regional Conformity Status for New and Revised Projects
 - 3a_Regional_AQ_Conformity_Review_062719.pdf
 - 3_Attachment-A_List_of_Proposed_New_Projects_062719.pdf
4. Transportation Air Quality Conformity Redetermination for the 2019 Transportation Improvement Program and Amended Plan Bay Area 2040 (Update)
5. Consent Calendar
 - a. May 23, 2019 Air Quality Conformity Task Force Meeting Summary
6. Other Items

Next Meeting: July 25, 2019

MTC Staff Liaison: Harold Brazil hbrazil@bayareametro.gov



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375 Beale Street
San Francisco, CA 94105
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Memorandum

TO: Air Quality Conformity Task Force

DATE: June 13, 2019

FR: Harold Brazil

W. I.

RE: PM_{2.5} Project Conformity Interagency Consultation

A project sponsor representing a project seeks interagency consultation from the Air Quality Conformity Task Force (AQCTF) at today's meeting and the project is as follows:

No.	Project Sponsor	Project Title
1	Caltrans	SR 29/ SR 221/ Soscol Ferry Road Junction Improvement Project

**2ai_SR 29_SR 221_Soscol_Ferry_Road_Junction_Improvement
_Project_Assessment_Form.pdf** (for the SR 29/SR 221/Soscol Ferry Road Junction Improvement project)

MTC also requests the review and concurrence from the Task Force on the project that a project sponsor has identified as exempt and likely not to be a POAQC. **2b_Exempt List 061319.pdf** lists the exempt project under 40 CFR 93.126.

Application of Criteria for a Project of Air Quality Concern

Project Title: Soscol/SR 29/SR221 Intersection Improvement Project Summary for Air Quality Conformity Task Force Meeting: June 20, 2019

Description

- The project proposes to reconfigure the existing signal into a full diamond interchange with roundabout intersections located in Napa County, State Route (SR) 29, PM R5.6/R6.7 and SR 221, PM 0.0/0.4
- In this alternative, SR 29 will be re-built as an overcrossing just north of the existing intersection with SR 221, minimizing right of way impacts and providing separation between the adjacent high-speed SR 29 to SR 221 northbound ramp and the adjacent roundabout entry
- The roundabouts will provide access to the following: (1) North Roundabout - SR 221/SR 29 NB Ramps; (2) South Roundabout - SR 221/SR 29 Ramps & Soscol Ferry Road
- To circulate pedestrian and bicycle movements near the roundabouts, a 10-foot minimum shared use path is provided along the northern side of SR 221/Soscol Ferry Road

Background

- This project is processed under NEPA as a non-categorical Exclusion Section 327, and NEPA document Complex EA
- Seeking air quality conformity determination on or before (June 20, 2019)

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

(i) New or expanded highway projects with significant number/increase in diesel vehicles?

- Not a new or expanded highway project
- Replace intersection with an interchange —no additional lanes on State Routes 29 and 221
- Proposed project would have no effect on SR221 and SR29 mainline AADT or truck traffic volumes

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- Diesel vehicles at the intersections are low and the proposed project will not cause an increase in diesel vehicles

(iii) New bus and rail terminals and transfer points?—Not Applicable

(iv) Expanded bus and rail terminals and transfer points?—Not Applicable

(v) Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?

- Project does not affect locations identified in an applicable implementation plan or implementation plan submission.
- On January 9, 2013, the U.S. EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour PM_{2.5} National Ambient Air Quality Standards (NAAQS).

RTIP ID# 17-04-0009

TIP ID# NAP090003

Air Quality Conformity Task Force Consideration Date

June 21, 2019

Project Description

The project proposes to reconfigure the existing signal into a full diamond interchange with roundabout intersections located in Napa County, State Route (SR) 29, PM R5.6/R6.7 and SR 221, PM 0.0/0.4, see Attachment B.

No Build Alternative

This alternative maintains the existing conditions as no other transportation improvement projects have been identified or programmed for this intersection.

The No Build Alternative would include the following elements:

- The Soscol Junction Intersection would remain as is – a four-way traffic signal connecting SR 29/SR 12, SR 221 and Soscol Ferry Road.
- All existing utilities would remain in place.
- Aerially Deposited Lead (ADL) material would not be disturbed.

Build Alternative

The build alternative will construct a tight diamond interchange with two, four-legged, multi-lane roundabouts, one on either side of the SR 29 expressway. In this alternative, SR 29 will be re-built as an overcrossing just north of the existing intersection with SR 221, minimizing right of way impacts and providing separation between the adjacent high-speed SR 29 to SR 221 northbound ramp and the adjacent roundabout entry. The overcrossing ensures that no eastbound and westbound thru traffic on SR 29 is required to traverse the roundabout. The roundabouts will provide access to the following:

- North Roundabout - SR 221/SR 29 NB Ramps
- South Roundabout - SR 221/SR 29 Ramps & Soscol Ferry Road

To circulate pedestrian and bicycle movements near the roundabouts, a 10-foot minimum shared use path is provided along the northern side of SR 221/Soscol Ferry Road. The shared use path is separated from vehicular traffic by placing a minimum 5-foot-wide landscape buffer and will be constructed to conform to a future shared use path constructed by the City of Napa with connection to Corporate Way along the western side of SR 221. Pedestrian crossings are a minimum of one car length from the circulatory roadway, and the pedestrian refuges at the splitter islands are at least 6 feet wide. The shared-use path conveys both pedestrian and bicycle traffic through the intersection. The path provides the opportunity for cyclists to exit the bicycle lane via a bicycle ramp and navigate the intersection on the shared-use path and through the crosswalks. As an alternative to taking the shared-use path, cyclists are also given an option to exit the bicycle lane and entering the roadway to ride with vehicle traffic through the roundabout.

The roundabout geometric design requires the driver to reduce the speed in the intersection to 15-25 mph. Conversely, drivers can travel through a signalized intersection at speeds higher than posted speed limits due to lack of geometric constraints. Due to reduced travel speeds through the intersection and expected reduction in crashes, the roundabout alternative is likely to eliminate most severe crash types over that of the No Build.

Type of Project:
 Reconfiguration of an existing intersection to an interchange

County: Napa
Caltrans Projects – EA# 28120
 04-Nap-29 PM R5.6/R6.7; NAP- 221 PM 0.0/0.4

Lead Agency: Caltrans

<i>Contact Person</i> Kevin Krewson	<i>Phone#</i> 510-622-5409	<i>Fax#</i>	<i>Email</i> Kevin.Krewson@dot.ca.gov
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Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)

<i>Categorical Exclusion (NEPA)</i>	<input checked="" type="checkbox"/> EA or Draft EIS	FONSI or Final EI	PS&E or Construction	<i>Other</i>
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Scheduled Date of Federal Action: 01/31/2020

NEPA Delegation – Project Type (check appropriate box)

	Section 326 – Categorical Exclusion	<input checked="" type="checkbox"/> Section 327 – Non-Categorical Exclusion
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Current Programming Dates (as appropriate)

	PE/Environmental	ENG	ROW	CON
Start	January 2019	February 2020	February 2020	November 2022
End	January 2020	December 2021	December 2021	December 2024

Project Purpose and Need (Summary):

The purpose of the proposed project is to alleviate congestion, improve operations, and enhance safety for all modes of transportation at the SR 221 and SR 29/SR 12 intersection.

The signalized intersection of SR 29/SR 221 is currently experiencing traffic congestion during a.m. and p.m. peak periods and is operating at or near capacity. Peak hour traffic volumes in both the AM and PM on SR 29 and SR 221 are expected to increase by the year 2045. These traffic volumes will be significantly higher than the capacity of the existing intersection

Surrounding Land Use/Traffic Generators

The project is in rolling terrain with agricultural and industrial being the primary uses on both sides of SR 29 and SR 221. There are a resort complex and a church at North of project. Along SR 29 there are only a few scattered residences and small industrial/commercial developments.

Brief summary of assumptions and methodology used for conducting analysis

The Average Annual Daily Traffic (AADT) were provided by Project consultant, *GHD*.¹ The project forecasts were prepared using recent traffic and truck counts along SR 29 and SR 221 as well as model runs using the Napa-Solano Travel Demand Model.

Two analysis years, along with the existing conditions, were evaluated:

- Year 2025 represents the possible opening year of the project.
- Year 2040 represents the planning horizon for the project.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The Traffic volumes and LOS information is from the *SR 29/221 Roundabout Interchange Initial Feasibility Evaluation prepared by GHD in November 2018 (appended in the draft TOAR, 2019) and ADT information email from NVTA 05/20/2019*. The percent trucks used is from the *Caltrans Truck Traffic: Annual Average Daily Truck Traffic*, <http://www.dot.ca.gov/trafficops/census/>.

Segment	Existing (2018)		Open (2025)		Horizon (2040)		Design (2045)	
	Peak ADT	Non-Peak ADT	Peak ADT	Non-Peak ADT	Peak ADT	Non-Peak ADT	Peak ADT	Non-Peak ADT
SR 221	9,000	24,000	10,000	26,000	10,750	29,000	11,000	30,000
SR 29 (N/O 221)	13,000	35,000	14,000	37,000	15,500	42,250	16,000	44,000
SR 29 (S/O 221)	19,000	46,000	20,000	49,000	23,000	55,750	24,000	58,000

Note: N/O - north of, S/O - south of

TRUCK PERCENTAGE

2017 Truck Counts	AADT	%Trucks	# Trucks
SR 221 At SR 29 Intersection	35,200	6.04	2126
SR 29 near the SR 221 Intersection	48,000	7.49	3595

¹ Draft Traffic Operations Analysis Report, SR 29/SR 221/Soscol Ferry Road, 2019

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Roadway Segment	Year	Alternative	AADT	% Trucks	Truck AADT
SR 221	2025	No-Build	36,000	6.04%	2,174
SR 221	2025	Build	36,000	6.04%	2,174
SR 29 N/O SR 221	2025	No-Build	51,000	7.49%	3,820
SR 29 N/O SR 221	2025	Build	51,000	7.49%	3,820
SR 29 S/O SR 221	2025	No-Build	69,000	7.49%	5,168
SR 29 S/O SR 221	2025	Build	69,000	7.49%	5,168

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Roadway Segment	Year	Alternative	AADT	% Trucks	Truck AADT
SR 221	2040	No-Build	39,750	6.04%	2,401
SR 221	2040	Build	39,750	6.04%	2,401
SR 29 N/O SR 221	2040	No-Build	57,750	7.49%	4,325
SR 29 N/O SR 221	2040	Build	57,750	7.49%	4,325
SR 29 S/O SR 221	2040	No-Build	78,750	7.49%	5,898
SR 29 S/O SR 221	2040	Build	78,750	7.49%	5,898

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Not applicable

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

The proposed project is in a rural area and would not impact other facilities in the region

Comments/Explanation/Details (please be brief)

The proposed project is in a nonattainment area for federal PM_{2.5} standards. Therefore, according to 40 CFR Part 93, a hotspot analysis is required for conformity purposes. However, the Environmental Protection Agency (EPA) does not require a quantitative hotspot analysis for projects that are not a project of air quality concern (POAQC). Five types of projects listed in 40 CFR Section 93.123(b)(1) qualify as a POAQC. The following discussion evaluates whether the proposed project falls into any of these POAQC categories.

1. The project is not a new or expanded highway project that would have a significant number of or increase in the number of diesel vehicles (40 CFR Section 93.123 (b)(1)(i)).

The volumes of diesel vehicles on SR 221 and 29 are low and the proposed project would not cause an increase in diesel vehicles using the facilities. The EPA's March 2006 guidance document "Transportation Guidance for Qualitative Hot-spot Analysis in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas" references two step criteria to identify "a significant volume of diesel truck traffic." The first criterion is facilities with greater than 125,000 AADT volumes. The second criterion is facilities with either higher than 8 percent, or more than 10,000, of diesel truck traffic volumes. With respect to traffic volumes along the SR221 with the project, both opening year and horizon year AADT volumes (36,000 and 39,750 respectively) and for SR 29 the traffic volumes for the both opening year and horizon year AADT volumes (69,000 and 78,750 respectively) are forecasted to be well below the criteria of 125,000 total AADT. Furthermore, the proposed project would have no effect on SR221 and 29 mainline AADT or truck traffic volumes. As such, the project does not have the potential to result in a substantial increase in the number of diesel vehicles within the project area.

2. The project is not likely to affect any intersections (40 CFR Section 93.123 (b)(1)(ii)).

The volumes of diesel vehicles at the intersections within the project area are low and the proposed project would not cause an increase in diesel vehicles at these intersections.

3. The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iii)).

Not applicable - No bus or rail terminals are affected by the project.

4. The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location (40 CFR Section 93.123 (b)(1)(iv)).

Not applicable - No bus or rail terminals are affected by the project.

5. The project is not in or affecting locations, areas or categories of sites that are identified in the PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation (40 CFR Section 93.123 (b)(1)(v)).

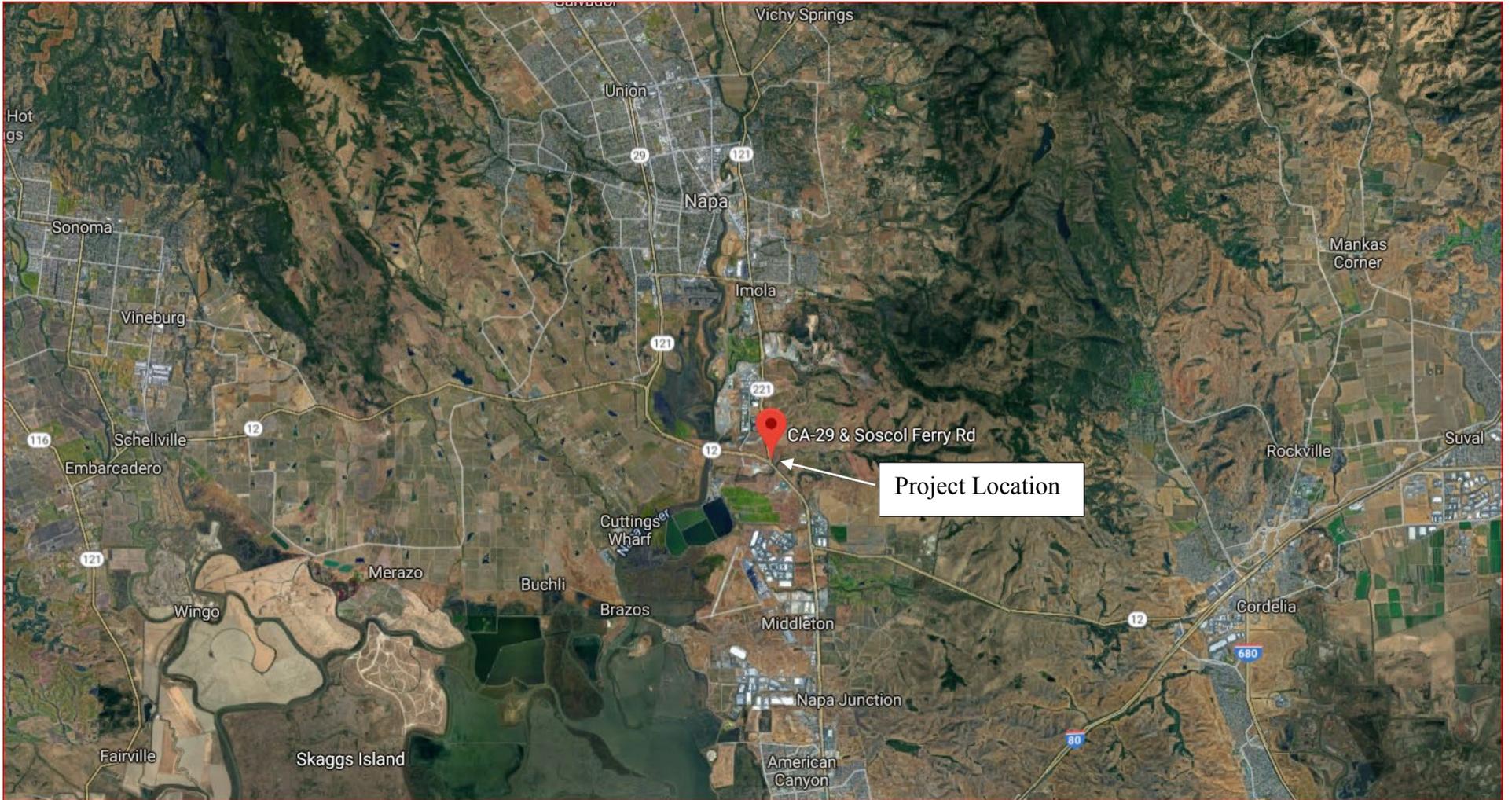
Project does not affect locations identified in an applicable implementation plan or implementation plan submission. On January 9, 2013, the U.S. EPA issued a final rule that determined the San Francisco Bay Area air basin has attained the 24-hour PM_{2.5} National Ambient Air Quality Standards (NAAQS). As a result, new state implementation plan (SIP) provisions are not necessary to demonstrate how the air basin will attain the standard.

Based on the evaluation above, the project should not be considered a POAQC and not require a quantitative hot-spot analysis to demonstrate that it will not cause or worsen an existing PM_{2.5} violation

List of Attachments

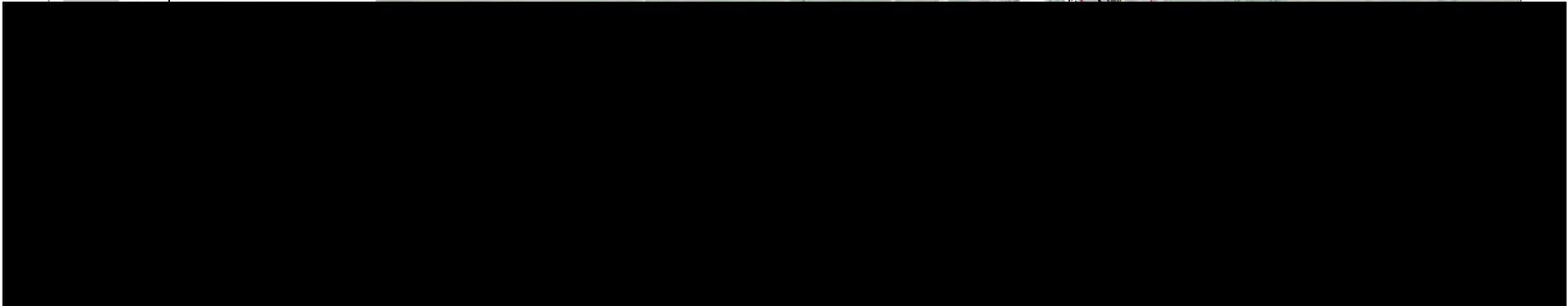
1. Attachment A-Location Map
2. Attachment B-Project Layout Sheets

ATTACHMENT A



ATTACHMENT B

Build Alternative





SR 29/ SR 221/ Soscol Ferry Road Junction Improvement Project

Air Quality Conformity Task Force Meeting on June 20, 2019

Location: MTC Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, CA 94105

CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 4

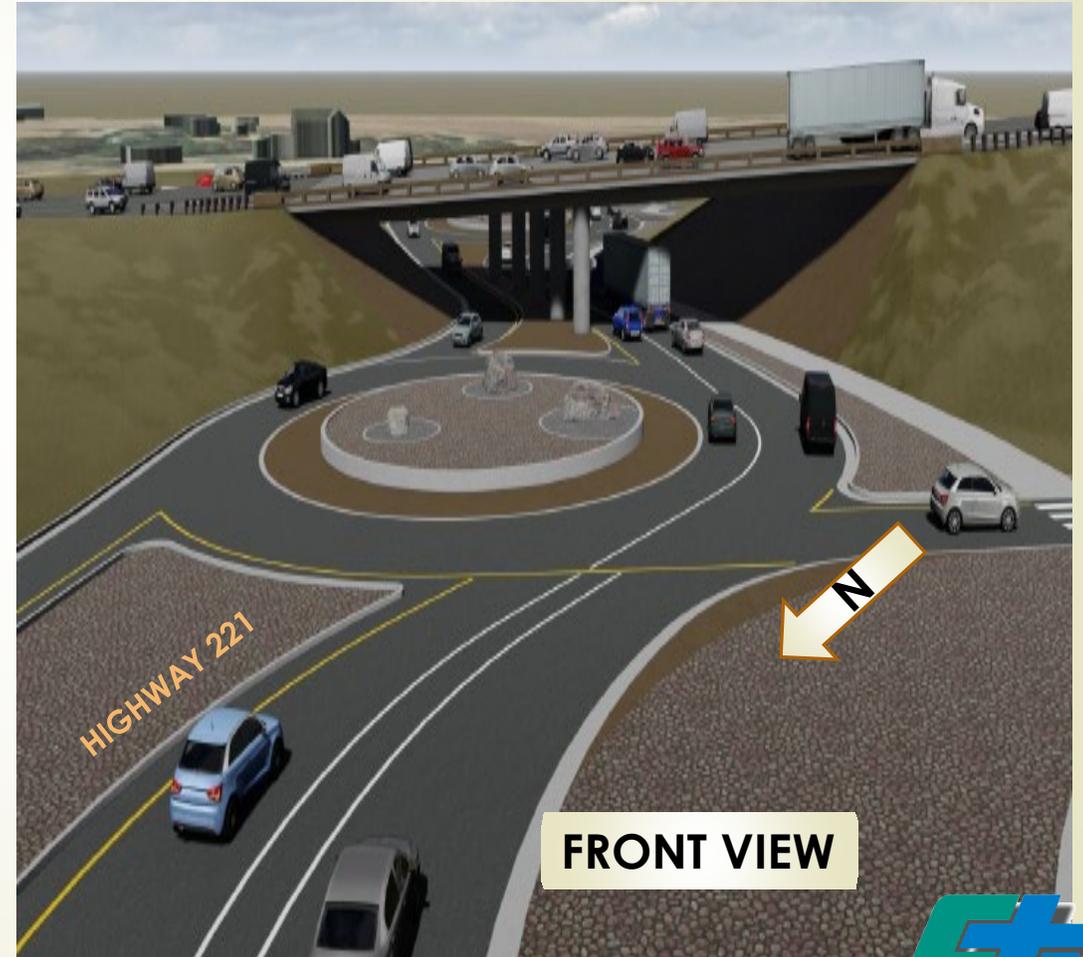
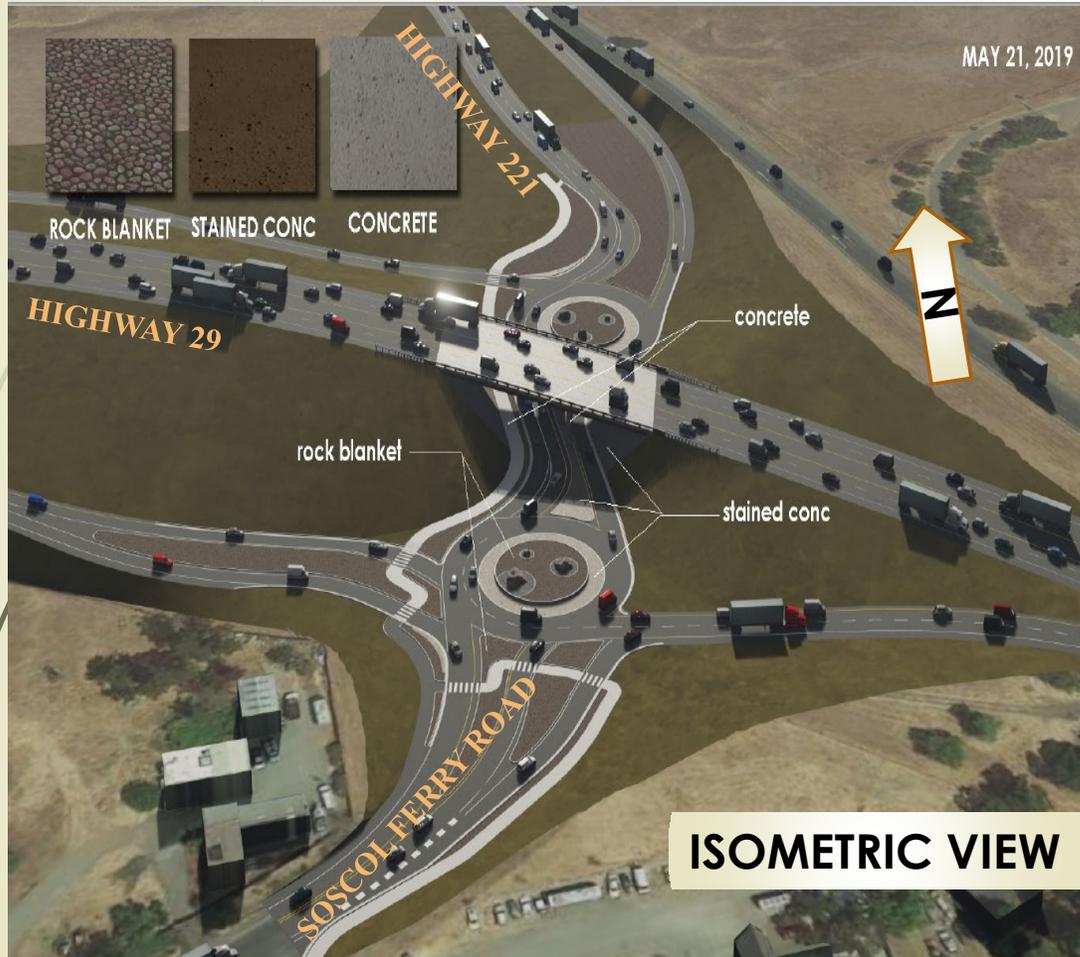
111 Grand Avenue, Oakland, CA 94612

PROPOSED SR 29 / SR 221 / SOSCOL JUNCTION IMPROVEMENT

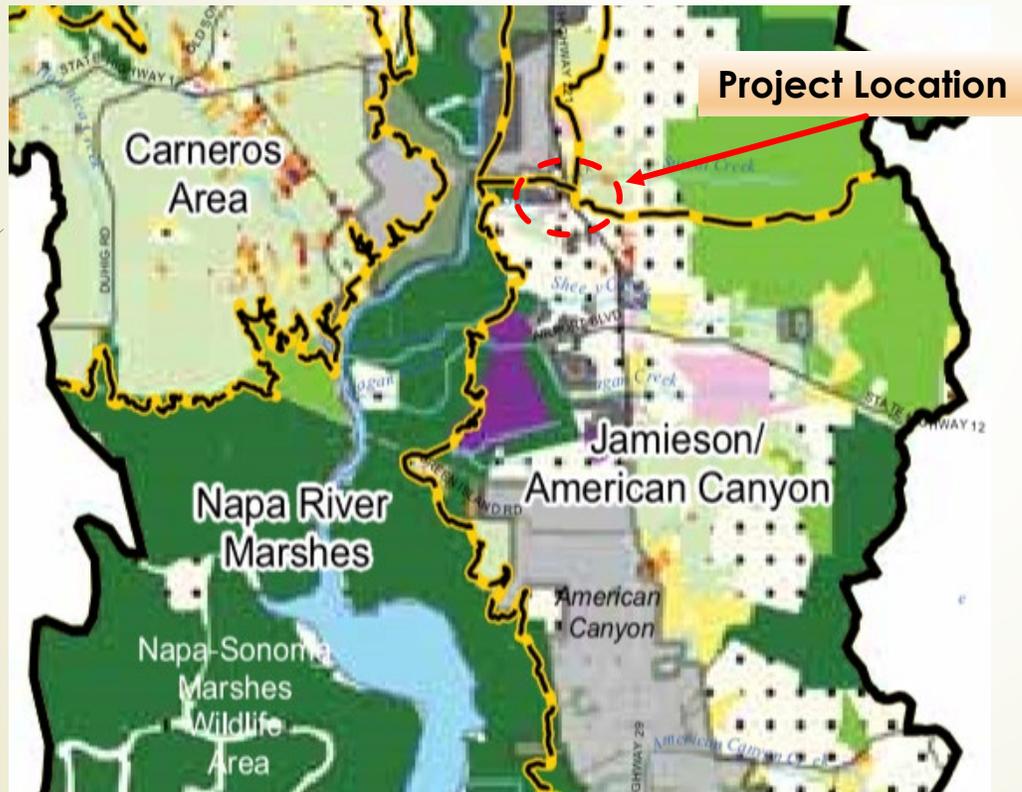


Build Alternative: Conceptual Roundabout Layout

PRELIMINARY VISUALS OF BUILD ALTERNATIVE



LAND USE



- Existing Land Uses in the vicinity of proposed project are primarily:
 - Vacant lands
 - Rural lands
 - Commercial (Ex. Hotel, Restaurants...)
 - Industrial (Ex. Winery...)
 - And etc.

Land Use Classifications	
Farming	Urban/Suburban Residential
Grazing	Commercial
Parks/Dedicated Open Space	Public/Quasi-Public
Rural Lands	Industrial
Rural Residential	Incorporated Cities/Towns
	Vacant Lands

PURPOSE AND NEED

- ▶ **Purpose:** The purpose of this project is to alleviate congestion, improve operations, and enhance safety for all modes of transportation at the SR 221 and SR 29 intersection.
- ▶ **Need:** This project is needed because the signalized intersection of SR 29/ SR221 is currently experiencing traffic congestion during a.m. and p.m. peak periods and is operating at or near capacity. Peak hour traffic volumes in both the AM and PM on SR 29 and SR 221 are expected to increase by the year 2045. These traffic volumes will be significantly higher than the capacity of the existing intersection.



PROJECT DESCRIPTION

- ▶ The proposed project is to:
 - ❖ Remove and replace the existing signal controlled intersection with a new interchange. This will result in two intersections, which will be controlled by roundabouts;
 - ❖ Elevate SR 29 as an overcrossing to allow free flow of eastbound and westbound traffic on SR 29;
 - ❖ Construct a shared use path for pedestrian and bicyclists along the northern side of SR 221 and Soscol Ferry Road to circulate pedestrian and bicycle movement in the vicinity of the roundabouts.

SUMMARY OF FORECASTED AADT FOR OPENING AND HORIZON YEARS

ROADWAY SEGMENT	EXISTING YEAR (2018)			OPENING YEAR (2025) NO BUILD/BUILD			HORIZON YEAR (2040) NO BUILD/BUILD		
	AADT	TRUCKS		AADT	TRUCKS		AADT	TRUCKS	
		%	#		%	#		%	#
SR 221	33,000	6.04	1,993	36,000	6.04	2,174	39,750	6.04	2,401
SR 29 N/O SR 221	48,000	7.49	3,595	51,000	7.49	3,820	57,750	7.49	4,325
SR 29 S/O SR 221	65,000	7.49	4,869	69,000	7.49	5,168	78,750	7.49	5,898

Note: N/O – north of; S/O – south of

PROJECT SCHEDULE

Current Programming Dates	Preliminary Engineering/ Environmental	Engineering	Right of Way	Construction
Start	January 2019	February 2020	February 2020	November 2022
End	January 2020	December 2021	December 2021	December 2024

CONCLUSIONS

- ▶ The SR 29/ 221 Soscol Junction Improvement Project would improve traffic operations and enhance safety for all modes of transportation at the SR 221/SR 29 and Soscol Ferry Road Interchange.
- ▶ These intersections (roundabouts) have low truck volumes.
- ▶ The project would not increase capacity or percentage of trucks in the area.
- ▶ This project should not be considered a project of air quality concern and, therefore, a PM2.5 hot-spot analysis for project-level conformity determination is not required.

QUESTIONS?

40 CFR 93.126 Exempt Projects List

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Description	Project Type under 40 CFR 93.126
CC	CC-170030	El Cerrito	Carlson Blvd and Central Ave Pavement Rehab	In El Cerrito: On Central Ave from Santa Clara Ave to San Pablo Ave and Carlson Blvd from Central Ave to the northern city limits: Rehabilitate roadway including existing Class II bike lanes and pedestrian facilities.	In El Cerrito: On Central Ave from Santa Clara Ave to San Pablo Ave and Carlson Blvd from Central Ave to the northern city limits: Rehabilitate roadway including existing Class II bike lanes and pedestrian facilities. Repairs include installing asphalt concrete overlay and inlay treatments; reconstruction of limited sections of existing curb, gutter, and sidewalk; construction or reconstruction of curb ramps; and replacement of thermoplastic striping and pavement markers.	Safety - Pavement resurfacing or rehabilitation
CC	CC-190008	CC County	Marsh Dr Bridge 28c0442 over WC Channel Replacemnt	Contra Costa County: BRIDGE NO. 28C0442, MARSH DRIVE OVER WALNUT CREEK, 0.2 MI W OF SOLANO WAY: Replace existing two-lane bridge with a new two-lane bridge, minor seismic contribution.	Contra Costa County: BRIDGE NO. 28C0442, MARSH DRIVE OVER WALNUT CREEK, 0.2 MI W OF SOLANO WAY: Replace existing two-lane bridge with a new two-lane bridge, minor seismic contribution. The bridge carries traffic over Walnut Creek Channel. The Project is located on Marsh Drive approximately 0.2 miles west of Solano Way in Concord, Contra Costa County. The bridge is jointly owned by both Contra Costa County and the City of Concord. Marsh Drive is categorized as an "urban minor arterial" and accommodates approximately 5,688 vehicles a day according to 2011 traffic counts. The proposed approximately 340-foot-long bridge will be a multi-span structure that will be longer and wider than the existing bridge to accommodate pedestrian and bicycle traffic. The proposed bridge will consist of a pre-stressed concrete superstructure founded on pile supports at the bents and abutments. The proposed bridge soffit elevation will be raised to provide clearance above anticipated high water levels. The proposed bridge will improve hydraulics beneath and reduce the amount of debris collected during storm events compared to the existing bridge. The proposed bridge will also correct the existing bridge deficiencies and will handle anticipated seismic loads at the project location. The proposed bridge will realign Marsh Drive slightly to the north. In its final configuration the proposed bridge will accommodate two lanes of vehicular traffic with pedestrian facilities on each side of the road and tie into the existing Iron Horse Trail at the southeastern side of the bridge. The project will utilize staged construction and will maintain two lanes of vehicular traffic as well as one pedestrian facility during each phase of construction. To accommodate the staged construction and in order to improve the roadway alignment and horizontal curve at the bridge, there will be approximately 350-500 linear feet of roadway approach work at each end of the bridge.	Safety - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
SCL	SCL170040	Mountain View	West Middlefield Road Improvements	Mountain View: W. Middlefield Rd between Rengstorff Ave and N. Shoreline Blvd: Resurface roadway and reconstruct the median island	Mountain View: W. Middlefield Rd between Rengstorff Ave and N. Shoreline Blvd: Resurface roadway and reconstruct the median island. The existing median island curb needs to be raised to meet City standards. The project scope includes extruded curb on existing median island curb, pavement base repairs, concrete surface in the median island, concrete sidewalk repairs, ADA curb ramps, bicycle-friendly storm drain inlet grates, traffic signal loops, roadway resurfacing, and pavement markers and markings.	Safety - Pavement resurfacing or rehabilitation
SCL	SCL170041	Palo Alto	Palo Alto Street Resurfacing	In Palo Alto: Various streets and roads: Resurface roadways	In Palo Alto: Sand Hill Road from City Limit to Shopping Center Way, Channing Ave from Webster St to Guinda St, and Waverley St from Channing Ave to Lincoln Ave: Resurface roadway. Sponsor seeking to update Aratradero functional classification, if successful, scope may be revised.	Safety - Pavement resurfacing or rehabilitation
SCL	SCL190028	San Jose	Willow-Keyes Complete Streets Improvements	San Jose: At various locations on the Willow-Keyes corridor: Construct bicycle and pedestrian safety improvements including road diets to construct Class IV protected bike lanes	San Jose: At various locations on the Willow-Keyes corridor including Willow St, Graham Ave, Goodyear St, and Keyes St: Construct bicycle and pedestrian safety improvements including road diets to construct Class IV protected bike lane, installing sidewalk, curb-extension, enhanced crosswalks, pedestrian-scale lighting, and transit boarding improvements and reconfiguring complex intersections	Safety - Hazard elimination program
SCL	SCL190029	San Jose	Better Bikeway San Jose - San Fernando Street	San Jose: On San Fernando St from Almaden Blvd to 11th St: Construct bicycle and pedestrian safety improvements	San Jose: On San Fernando St from Almaden Blvd to 11th St: Construct bicycle and pedestrian safety improvements including bicycle signals, transit boarding islands, and dutch-style protected intersections.	Air Quality - Bicycle and pedestrian facilities
SOL	SOL190006	Vacaville	H9-04-035 Vacaville Signal Improvements	Vacaville: At 21 intersections along Alamo Drive corridor between I-80 EB and Nut Tree Road and on Peabody Road corridor between Elmira Road and Foxboro Parkway: H9-04-035 perform signalization improvements	Vacaville: At 21 intersections along Alamo Drive corridor between I-80 EB and Nut Tree Road and on Peabody Road corridor between Elmira Road and Foxboro Parkway: H9-04-035 perform signalization improvements including improving hardware, lenses, backplates, mounting, size, etc. and provide advanced dilemma detection on high speed approaches. Countermeasures: S2 - Improve signal hardware. S4 - Provide Advanced Dilemma Zone Detection for high speed approaches.	Safety - Safety improvement program



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Memorandum

TO: Air Quality Conformity Task Force

DATE: June 14, 2019

FR: Adam Crenshaw

RE: Review of the Regional Conformity Status for New Projects

Staff has prepared the following information in an effort to streamline the review of the regional air quality conformity implications of projects that staff proposes to add into the 2019 TIP through current or future revisions. This item is for advisory purposes only. The inclusion of these projects and project changes in a proposed revision to the TIP is subject to Commission approval in the case of amendments and MTC's Executive Director or Deputy Executive Director in the case of administrative modifications. The final determination of the regional air quality conformity status of these projects will be made by the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency as part of their review of proposed final TIP amendments and by the Executive Director or Deputy Executive Director as part of their review for TIP administrative modifications.

Projects Staff is Proposing to Include in the 2019 TIP

Staff has received requests from sponsors to add six new individually listed project to the 2019 TIP. Attachment A includes a list of these projects along with the regional air quality category that staff believes best describes the projects.

MTC staff is not seeking a determination on the status of these projects for project-level conformity purposes with this item.

Item 4 - Attachment A

County	TIP ID/FMS ID	Sponsor	Project Name	Project Description	Project Expanded Description	Project Type	
Proposed New Individually Listed Projects for Regional Air Quality Conformity Status Review							
1	ALA	7013	Albany	Ohlone Greenway Trail Safety Improvements	Albany: Various locations along the Ohlone Greenway: Install safety improvements including new protected left turn phase which would eliminate potential conflicts between trail users and vehicles turning left.	Albany: Various locations along the Ohlone Greenway including Masonic Ave and Marin Ave and Masonic Ave and Solano Ave: Install safety improvements including new protected left turn phase which would eliminate potential conflicts between trail users and vehicles turning left, install a new signal mast arm, which would increase the visibility of signal heads for motorists, bulb outs, a leading pedestrian interval, pedestrian countdown heads and directional curb ramps to provide increased protection for cyclists and pedestrians at these locations. This project would fill a safety gap.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
2	ALA	7030	Oakland	Active and Safe Oakland	Oakland: At various schools citywide: Promote walking and biking through education, encouragement, and enforcement activities	Oakland: At various schools citywide including Oakland Unified School District's most disadvantaged schools: Promote walking and biking through education, encouragement, and enforcement activities in partnership with Oakland Unified School District, Oakland Police, and Alameda County Health Dept	EXEMPT (40 CFR 93.126) Air Quality - Bicycle and pedestrian facilities
3	MRN	6944	Larkspur	Old Redwood Highway Multi-Use Path	Larkspur: Along Old Redwood Highway from the Greenbrae Pedestrian Overcrossing up to the southern terminus of the pathway in state right-of-way: Construct a multi-use pathway	Larkspur: Along Old Redwood Highway from the Greenbrae Pedestrian Overcrossing up to the southern terminus of the pathway in state right-of-way: Construct a multi-use pathway. The Old Redwood Highway Multi-Use Path is a component of the RM2 funded project (No. 11.5). The northern segment of the North/South Greenway extends the pathway from the southern terminus of the existing Central Marin Ferry Connector pathway (RM2 Project No. 11.4) south over Corte Madera Creek on the state structure and continues south along Old Redwood Highway to the Greenbrae pedestrian and bicycle structure crossing US101. Construction will be phased to allow the portion within state highway R/W to be administered by Caltrans and the portion within City R/W be administered by the City of Larkspur.	EXEMPT (40 CFR 93.126) Air Quality - Bicycle and pedestrian facilities
4	SCL	7024	San Jose	Better Bikeway San Jose - San Fernando Street	San Jose: On San Fernando St from Almaden Blvd to 11th St: Construct bicycle and pedestrian safety improvements	San Jose: On San Fernando St from Almaden Blvd to 11th St: Construct bicycle and pedestrian safety improvements including bicycle signals, transit boarding islands, and dutch-style protected intersections.	EXEMPT (40 CFR 93.126) Air Quality - Bicycle and pedestrian facilities
5	SCL	7025	San Jose	Willow-Keyes Complete Streets Improvements	San Jose: At various locations on the Willow-Keyes corridor: Construct bicycle and pedestrian safety improvements including road diets to construct Class IV protected bike lanes	San Jose: At various locations on the Willow-Keyes corridor including Willow St, Graham Ave, Goodyear St, and Keyes St: Construct bicycle and pedestrian safety improvements including road diets to construct Class IV protected bike lane, installing sidewalk, curb-extension, enhanced crosswalks, pedestrian-scale lighting, and transit boarding improvements and reconfiguring complex intersections	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature
6	SF	7034	SFMTA	6th Street Pedestrian Safety Improvements	San Francisco: On 6th St between Market St and Harrison St: Implement pedestrian safety improvements in the corridor including removing one lane of vehicle travel	San Francisco: On 6th St between Market St and Harrison St in the South of Market (SoMa) neighborhood: Implement pedestrian safety improvements in the corridor including redesigning the street from the ground up, removing one lane of vehicle travel and installing wider sidewalks, new traffic signals, corner bulbouts, street lighting, and other improvements. 6th St between Market St and Harrison St has the highest concentration of pedestrian collisions and injuries in the City of San Francisco. A person is hit by a vehicle on 6th Street every 16 days. This project will remake the street using best practices in pedestrian safety improvements and address this pressing issue.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature

Hi Harold,

I just wanted to let you know that I have another MTC meeting at this time on the 23rd (with FHWA and the MTC planning team), so I will unfortunately have to miss the Air Quality Conformity Meeting. I did review the materials and don't have any concerns with anything in your transmittal. Please let me know if any projects are added before the meeting and I'll review as soon as I can.

Thanks and hope you have a good weekend.

Dominique M. Kraft

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Email: dominique.kraft@dot.gov

From: Harold Brazil

Sent: Tuesday, May 28, 2019 2:13 PM

To: Johnson, Antonio (FHWA); Vaughn, Joseph (FHWA)

Subject: Re: May 2019 Air Quality Conformity Task Force Meeting Package

Great and thank you very much Antonio.

Harold

From: Johnson, Antonio (FHWA) [<mailto:antonio.johnson@dot.gov>]

Sent: Tuesday, May 28, 2019 1:52 PM

To: Harold Brazil; Vaughn, Joseph (FHWA)

Subject: RE: May 2019 Air Quality Conformity Task Force Meeting Package

Harold,

FHWA concur that the proposed project is exempt.

Antonio Johnson, Community Planner
Federal Highway Administration - California Division
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Antonio.Johnson@dot.gov
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From: Harold Brazil [<mailto:HBrazil@bayareametro.gov>]

Sent: Tuesday, May 28, 2019 9:53 AM

To: Vaughn, Joseph (FHWA) <Joseph.Vaughn@dot.gov>; Johnson, Antonio (FHWA) <antonio.johnson@dot.gov>

Subject: Re: May 2019 Air Quality Conformity Task Force Meeting Package

included in the 2019 TIP/Amended PBA2040 for MTC's regional conformity are identical to the projects included in the conformity redetermination.

Ross McKeown (MTC) reiterated no project changes occurred with this conformity redetermination (compared to the 2019 TIP/Amended PBA2040 conformity analysis) and Mr. Brazil confirmed. Dick Fahey (Caltrans) asked if MTC had received any comments on the conformity redetermination and Mr. Brazil indicated no comments had been received. Rodney Tavitas (Caltrans) noted MTC was cutting close to the August 3, 2019 grace period ending due date and Mr. McKeown requested an expedited review and approval of the conformity redetermination.

5. Consent Calendar

a. May 23, 2019 Air Quality Conformity Task Force Meeting Summary

Final Determination: With input from all members, the Task Force concluded that the consent calendar was approved.

6. Other Items

Harold Brazil (MTC) also asked Rodney Tavitas (Caltrans) if there was any update on EPA's proposed SAFE Rule and Mr. Tavitas said no and Caltrans has no guidance since they had not experienced a situation like this before. Ross McKeown (MTC) mentioned project sponsors were in need of clarity on this issue and Mr. Tavitas suggested the Mare Island Accord process (which includes Caltrans, FHWA and EPA) might be employed as a solution to the SAFE Rule potential implementation once the rule is finalized.